Amendments to the Specification:

Please replace paragraph [0041] with the following amended paragraph:

[0041] Referring to FIG. 1A, a turbocharger system, generally indicated at 10, for use with a combustion engine (not shown), is comprised of a turbocharger 12 having an oil inlet 14 configured for being coupled to the pressure side 16 of the oil pump 75 of an oiling system 18; and an oil outlet 20. The turbocharger 12 also includes an exhaust inlet 22 and outlet 24 on the turbine 58 and an ambient air inlet 26 and a charge air outlet 28 on the compressor 59. An oil pump 30 in fluid communication with the oil outlet 20 is configured for being in fluid communication with the oiling system 18. A pressure driven check valve 32 is coupled to the oil inlet 14 of the turbocharger 12 and in fluid communication therewith. The check valve 32 is configured to prevent the flow of oil from the pressure side 16 of the oiling system 18 into the turbocharger when the pressure on the pressure side 16 of the oiling system 18 drops below a predetermined level. For example, a 5-psi check valve will close when the pressure on the pressure side 16 drops below 5-psi, indicating that the engine has been shut off. The outlet 36 of the check valve 32 is positioned above the oil inlet 14 of the turbocharger 12 and the inlet 38 of the oil pump 30 is positioned preferably but not necessarily below the oil outlet 20 of the turbocharger 12. This ensures that oil entering the turbocharger system 10 from the pressure side 16 of the oiling system 18 is allowed to freely flow into and out of the turbocharger 12 during turbocharger operation. This system also

prevents gravity from draining any residual oil contained within the engine or oil pressure lines connected to the turbocharger 12 when the system is off. This prevents the possibility of a "dry" start-up condition.

Please replace paragraph [0046] with the following amended paragraph:

[0046] As further illustrated in FIG. 1C, the wastegate 50 is controlled by a wastegate control system comprising a two-way valve 502 and a pressure regulator 504 coupled by pressure hoses 506 to pressure hose 508 which is in fluid communication with boost pressure of the air charge tube. The switch 510 may be mounted inside the vehicle allowing access from the driver's seat (not shown). Switch 510 supplies voltage to valve 502 which then switches to allow set regulated air pressure to assist wastegate spring pressure and raise boost pressure of wastegate 50. The wastegate controller allows the wastegate 50 to be adjusted from inside the vehicle ("on the fly"). The wastegate 50 opens to bypass the exhaust when internal spring pressure is overcome by boost pressure. This internal spring can be changed to provide different ranges of boost pressures. By assisting the spring with regulated boost pressure more or less "spring pressure" can be added to increase or decrease boost without changing the wastegate spring.

Please replace paragraph [0049] with the following amended paragraph:

[0049] As illustrated in FIG. 1A, the oiling system 18 may be the oiling system for lubrication of the vehicle's engine or a separate oiling system 18 that is provided to supply oil to the turbocharger 12, separate and apart from the vehicle's oiling system. The oil pump 30 is in fluid communication with the oil outlet 20 of the turbocharger 12 and the oil inlet of the oil pump 30, and as previously discussed, is near the oil outlet 20 of the turbocharger so that oil fed to the turbocharger 12 can be evacuated out of the turbocharger 12 into the oil pump inlet 38. In the illustrated embodiment, the oil pump 30 is an electric oil pump, such as a 12 volt electric gear pump capable of pumping 3 gallons/minute oil flow and continuous use. The terminal 62 is coupled to the ignition of the vehicle through voltage controller 63 which may include relay 63', to regulate the speed, volume, and noise output of the pump 30. Terminal 64 is coupled to the ground of the vehicle. Thus, when the vehicle's ignition is turned to an on position and the engine is running, the pump 30 will also turn on.

Please replace paragraph [0053] with the following amended paragraph:

[0053] A water injection system 80 coupled to the air charge line 44 is provided to help cool the air charge before entering the intake manifold 81, which may comprise a throttle body 81', to prevent detonation. The mist 89, which may be comprised of water or a water/alcohol mixture, atomizes in the intake manifold 81 and causes an evaporative cooling

effect to lower intake air temperatures and lower combustion temperatures. The water injection system 80 includes a pressure switch 82, such as a 5 psi pressure switch to detect pressure within the charge air tube 44 before injecting water. The injection system 80 also includes a water reservoir 84 with a high-pressure pump 85 for injecting and various tubing 86 for coupling the system 80 to a spray injector 88.

Please replace paragraph [0055] with the following amended paragraph:

[0055] Because of the muffling effects of the turbocharger 108, the muffler of the vehicle may be completely eliminated and replaced with the turbocharger 108. In the alternative, a supplemental, yet smaller, muffler 110, such as a "performance muffler," may be coupled to the exhaust port 112 of the turbine ~~114~~ 118.

Please replace paragraph [0066] with the following amended paragraph:

[0066] An electrical harness is installed to the battery, ignition positive or fuel pump positive, ground and oil pump. The stock air box and ducting to the throttle body is removed. Ducting is installed from the turbocharger to the engine's intake manifold throttle body. The vehicles Mass Air Flow sensor 83 (see FIG. 1A) (if applicable) is plumbed inline in the duct 44 or removed and installed into a custom tuned duct piece. A PCV (Positive Crankcase Ventilation) vent filter is installed in the PCV hose if the O.E. design is plumbed into the stock air box). If the stock PCV hose is plumbed into "Metered" air, this hose is then plumbed into the charge air tube (after the MAF sensor) with an inline 2-way valve operated via a pressure switch. A pressure hose is installed from the charge air duct, intake manifold, or exhaust in front of turbocharger to the fuel pressure regulator (depending on fuel pressure requirements). Finally, the vehicle is tested for proper tuning, fuel mixture and drivability ~~driveability~~.